

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
 - a. Is exempt pursuant to 40 CFR 93.126; or
 - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - c. Uses no Federal funds AND requires no Federal approval; or
 - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include RTIP ID#. See <http://scag.ca.gov/rtip/> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representative.**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

<http://www.fhwa.dot.gov/environment/conform.htm>

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 1
Type of Project

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| <ul style="list-style-type: none">• New state highway• Change to existing state highway• New regionally significant street• Change to existing regionally significant street• New interchange• Reconfigure existing interchange• Intersection channelization• Intersection signalization• Roadway realignment• Bus, rail, or inter-modal facility/terminal/transfer point• Truck weight/inspection station• At or affects location identified in the SIP as a site of actual or possible violation of NAAQS |
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PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# (required) ORA020110				
Project Description (clearly describe project) To construct one auxiliary lane on each direction of traffic on I-405, between Magnolia Street and Beach Boulevard. The project will improve the level of service (LOS), improve weaving, reduce traffic congestion, improve traffic flow and addresses traffic safety issues along this segment of I-405.				
Type of Project (use Table 1 on instruction sheet) Change to existing State Highway				
County Orange	Narrative Location/Route & Postmiles Between Magnolia St. and Beach Blvd. on Route 405, PM 15.4/16.3 Caltrans Projects – EA# 12-0A7621			
Lead Agency: Caltrans				
Contact Person Fred Faizi	Phone# (949) 724-2145	Fax# (949) 724-2159	Email Fred_Faizi@dot.ca.gov	
Hot Spot Pollutant of Concern (check one or both) PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	X PS&E or Construction	Other
Scheduled Date of Federal Action: June 2007				
Current Programming Dates as appropriate				
	PE/Environmental	ENG	ROW	CON
Start	7/1/02	6/30/03	4/1/05	11/1/07
End	6/30/03	11/8/06	11/28/06	12/1/09
Project Purpose and Need (Summary): (attach additional sheets as necessary) <p>The existing Level of Service (LOS) for the northbound and southbound I-405 between Magnolia Street and Beach Blvd is E and F respectively. The four mixed flow lanes and one HOV lane facility in each direction of traffic provides service to motorists entering and exiting the freeway by allowing weaving into No. 4 lane. This impacts the overall operation of the freeway and slows the movement of traffic at the peak hours due to the increasing number of vehicles entering and exiting the freeway.</p> <p>Providing a northbound auxiliary lane from Magnolia Street on-ramp to Newland St overcrossing, which will be connected to the existing auxiliary lane that has been constructed under Contract No. 12-0A7614, and a southbound auxiliary lane from Beach Blvd on-ramp to Magnolia Street off-ramp will transfer the weaving, occurring in the northbound and southbound No. 4 lanes, to the proposed auxiliary lanes and it will provide an adequate distance for the traffic entering the freeway to accelerate and obtain freeway speeds before weaving onto No. 4 lanes. The traffic exiting the freeway can enter the auxiliary lanes before decelerating and likewise not impacting the movement of the through freeway lanes. This will result in an improved LOS for this segment of I-405 from E and F to B and C for northbound and southbound traffic respectively. These improvements will have a positive impact on the traffic flow, specifically during the peak hours, to improve weaving and reduce congestion.</p>				

<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>Residential</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility Please see Attached Sheet</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility Please see Attached Sheet.</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>There will be no potential traffic redistribution effects as a result of this project. By adding an auxiliary lane on each direction, the traffic flow during the peak hours will improve which will allow the traveling vehicles operate at higher speeds and therefore, it will reduce the engine emissions.</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i></p> <p>The existing LOS for the NB and SB I-405 between Magnolia and Beach Blvd. is E and F, respectively. The four mixed flow lanes and one HOV lane facility in each direction of traffic provides service to motorists entering the freeway by allowing weaving into No. 4 lane. This impacts the overall operation of the freeway and slows the movement of traffic at peak hours due to the increasing number of vehicles entering and exiting the freeway. The project will improve the level of service (LOS), improve weaving, reduce traffic congestion, improve traffic flow and addresses traffic safety issues along this segment of I-405.</p>

Traffic Data

E.A. Number: 12840-0A760K

Route: I-405

From: Magnolia St.

To: Beach Blvd.

Project Description: Add Auxiliary lanes at both freeway directions

Existing/Pre Construction		
Level Of Service	ADT	Trucks Percentage
N/B LOS F	118000	4.40%
S/B LOS F	121000	3.30%

Future/End of Construction			Future/End of Construction		
Built			No Built		
Level of Service	ADT	Trucks Percentage	Level of Service	ADT	Trucks Percentage
N/B LOS C	119200	4.10%	N/B LOS F	119200	4.10%
S/B LOS B	122200	4.70%	S/B LOS F	122200	4.70%

Future/Horizon Year (20-25-30 years after construction)			Future/Horizon Year (20-25-30 years after construction)		
Built			No Built		
Level of Service	ADT	Trucks Percentage	Level of Service	ADT	Trucks Percentage
N/B LOS F	138000	4.50%	N/B LOS F	138000	4.50%
S/B LOS F	141000	4.10%	S/B LOS F	141000	4.10%

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Date: 05/17/2007